The Blood
...rce of health, therefore, to keep ...
...by taking Hood's Sarsaparilla. ...
...cularly designed to act upon the ...
...that upon all the organs and ...
...has a specific action, also, upon ...
...excretions and establishes nature ...
...em all humors ...pure particles, ...
...through the lungs, liver bowels, ...
...effectually aids weak, impaired ...
...gans, invigorates the nervous ...
...tive organs and imparts new life ...
...e functions of the body. A ...
...sarsaparilla is that it strengthens ...
...stem while it eradicates disease. ...
Hood's Sarsaparilla has been ...
I have had frequent and unfeigned ...
...favor. Although carrying this ...
...han one year my sales have been ...
...y similar preparation, and the best ...
...or are at once positive and ...
WILBUR Healdsburg, Cal.
Hood's Sarsaparilla
...ll druggists $1 six for $5. ...
...HOOD & CO Apothecaries, Lowell, ...
100 Doses One Dollar
...ILWAYS AND STEAMBOATS.
...EAT OVERLAND ROUTE
...ern Pacific R...
...rtest Line to Chicago & the ...
...Leavenworth, Kansas City, ...
...son, Quincy, St. Louis, Indianapolis, ...
...Cincinnati, New Orleans, and all ...
...points south and southeast.
VIA
ST. PAUL and MINNEAPOLIS,
NORTHERN PACIFIC R...
Is the ONLY Line Running ...
Passenger Trains,
Pullman Palace Sleeping Cars,
Palace Dining Cars (meals 50c),
Luxuriant Day Coaches,
Emigrant Sleepers (free of charge),
...Washington and Oregon Points
To The East
ST. PAUL AND MINNEAPOLIS
...RE THAT YOUR TICKETS READ ...
...e Northern Pacific R. R. and ...
change of cars.
Portland at 5 P. M. daily; arrive at ...
...or St. Paul at noon, fourth day.
PACIFIC DIVISION.
...eaves Front and G daily at 11:00 A. M., ...
...connects 6:15 P. M., connecting with Ocean ...
...on Puget Sound.
...AS. S. FEE, Gen'l Pass. Agent, St. Paul.
D. CHARLTON, Gen'l Pass. Agent, Portland.
No. 1 Washington st., Portland.
...OM PORTLAND. FROM ASTORIA.
...as follows: 10 A.M., as follows:
...Wednesday... Feb 9 Oregon Tuesday... Feb
...Monday... Feb 14 Columbia, Sunday... Feb
...Saturday Feb 19 Alaska Friday... Feb
...Thursday Feb 24 Oregon, Wednesday... Mar
...Tuesday.. Mar 1 Columbia, Monday... Mar
...ocks, Wharf, Ash-st. Dock. Sunday... Mar
...ompany reserves the right to change ...
...g days.
TO ASTORIA.
...Mail Steamer leaves Ash-st. daily, except ...
...e A. M. for Astoria.
TO THE CASCADES.
...oats to the Cascades until further notice.
OREGON CITY DAYTON AND ...
CORVALLIS!
...leaves Portland at 7 A. M., Monday ...
...and Friday, for Dayton and ...
...ing, leave Dayton at 6 A. M., Tuesday, ...
...and Saturday. Corvallis steamer leaves at ...
...M. Monday, Wednesday and Friday. ...
Returning, arrive at Portland 2 P. M. ...
...day, Friday and Saturday.
...OPPING, PASSENGER AND FREIGHT RATES ...
A. L. MAXWELL, Ticket Agent.
...NO. J. BYRNE, Gen. Pass. & Ticket Agent.
...NADIAN PACIFIC RAILWAY.
...OBTEST, QUICKEST ...
AND IN EVERY RESPECT
THE BEST ROUTE
—TO—
...real, Toronto, Ottawa, Halifax, ...
...Boston, New York, Chicago, St. Paul, ...
...Omaha, Chip. St. Louis, and ...
All Points East and Southeast.
Dining & Sleeping-Car Route to the ...
...s Drawing Rooms, Luxurious Smoking ...
...Rooms, Elegant Bath Rooms ...
attached to all Sleepers.
...and Elegant Second-class Sleepers on ...
Fast Mail to Montreal,
Free of Charge!
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...ipments, Three Thousand Miles ...
...mooth Steel Rail Track, Ballasted ...
Along its Entire Length!
...ver-Changing Panorama of Grandeur ...
Magnificent Scenery!
...Canadian Pacific Railway is the only ...
...line to Puget Sound. Close connections at ...
...Tacoma, Seattle, Victoria and ...
All Puget Sound Points.
...ing Car accommodations reserved in advance.
...RAPID TRANSIT!—LOWEST RATES!
...ll information or tickets call on or address
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No. 6 Washington st., Portland.
E. BROWN District Passenger Agent, Port Moody
...ourney from the Pacific to the Atlantic by ...
...uncontinental line is one of uninterrupted ...
...ce from start to finish. ...
...ense through the most magnificent scenery in the ...
world! Twenty miles along a glacier! ...
...cky Mountains! The Selkirks and the ...
...Rocky Mountains! The Selkirks and the ...
...Fairy Like Grandeur and Sublimity that ...
...Switzerland!
...REGON PACIFIC ...
...LY OPULAR ...
...ER ICTURESQUE ...
Time! Sure Connection! New Equipment!
...255 MILES SHORTER!
...20 HOURS' LESS TIME!
...modations Unsurpassed for Comfort ...
...ty!—Fares and Freights MUCH ...
...an by any other route between ...
...points in Willamette Valley and ...
San Francisco!
ONLY ROUTE VIA
YAQUINA BAY
—TO—
SAN FRANCISCO.
LY PASSENGER TRA...
(Except Sunday)
...Yaquina for Corvallis & N. P. R. R. ...
...Corvallis for Albany and ...
...Albany & C. R. R. ...
...ers and California trains connect at Albany ...
...Tickets.
OREGON DEVELOPMENT CO'S STEAM...
...SAILING.
...From Yaquina. ... From San Francisco.
...Maria, Friday Jan 21 ... Santa Maria, Sunday ...
...a City, Thur Jan 27 ... Santa Maria, Friday ...
...Maria, Wednesday Feb 2 ... Santa Maria, Tuesday ...
...a City, Thursday 10 ... Santa Maria, Friday ...
...Maria, Sunday 13 ... Santa Maria, Wed'y, ...
...a City, Monday 21 ... Santa Maria, Tuesday, ...
...Maria, Friday Mar 2 ... Santa Maria, Monday, ...
...a City, Friday Mar 11 ... Santa Maria, Saturday, ...
...Company reserves the right to change sailing ...
...between Corvallis and San Francisco! ...
...tall and Cabin Rates—Rail and Steerage $9 50 ...
...further information apply to ...
...HAS. C. HOGUE, A. G. F. & P. Agt., Corvallis.
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for Bouquets, Parties and ...
Funeral Decorations, Guaranteed at the most reasonable prices. A large stock of fine Camellias in blossom.
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Morning Oregonian.

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—AND—
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Rosy cheeks and tranquil health in thee ever dwelling
More than fame and riches, greatest of all wealth;
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Best Paints for Roofs, Wood and Iron.
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Preserves iron from rust and wood submerged or exposed from decay.
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CALENDAR
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CELEBRATED
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...ELY'S CREAM BALM CURES COLD IN HEAD, CATARRH, ROSE COLD, HAY FEVER, DEAFNESS, HEADACHE, PRICE 50 CENTS. ELY BROS. OWEGO N.Y. U.S.A. HAY-FEVER
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CHICHESTER'S ENGLISH
The Original and Only Genuine.
...LADIES... Ask Druggist ...
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THE OLDEST, GREATEST AND BEST REMEDY ... for the cure of Nervous and Physical Debility, Vital Exhaustion, Seminal Weakness, Loss of Manhood, Failing Memory, and Relaxed and Enfeebled condition of the Sexual Organs.
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It permanently prevents all unnatural loss from the system, as no thoughtful man who has read Dr. Liebig's Remedy in the past quarter of a century which it has been before the public.
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Incorporated August 17, 1886.
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...Debility, Vital Weakness, ...
GRATEFUL—COMFORTING.
EPPS'S COCOA.
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...by a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavored beverage which may save us many heavy doctors bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—Civil Service Gazette.
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...$4 99 per load—from WOOD YARD ... will be promptly attended to. ... W. S. M. L. & M. CO.
...Don't trifle with any Throat or Lung Disease. If you have a Cough or Cold, or the children are threatened with Croup or Whooping Cough, use Acker's English Remedy and prevent further trouble. It is a positive cure, and we guarantee it. Price 10 and 50c. For sale by all druggists.
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Instantly relieves the most violent attack and gives comfortable sleep. NO WAITING. Certain Relief in the first dose. Directions in 11 languages in every package. Sold by druggists, or by mail, 50 cents and $1. Sample FREE if you mention this paper and inclose stamp. Dr. H. SCHIFFMANN, St. Paul, Minn.
...CATARRH CURE
Cures Female Complaints. A Great Kidney Remedy. SOLD BY ALL DRUGGISTS

WASHINGTON.

Special Notes of Interest to the Northwest.

AN IMPORTANT BILL PASSED

The Senate Adopts the Twin Bills Appropriating Millions of Dollars for Defense—The Interstate Commerce Law

WASHINGTON, Feb 7.—A statement is current in railroad circles in Philadelphia that before the close of the session there will be introduced in the house of representatives a resolution calling on the Judge Lamb railroad to show by what authority or law the Oregon Short line was constructed and by what authority the bonds of said road were issued by the Union Pacific. The statement is made by certain government officials that since the construction of the Oregon Short line said road has earned enough to make up this deficiency, and applied it make up the deficiency created by lessening the values of Union Pacific certificates as may be claimed. The interest that the government holds in the road is the basis of the alleged injury.

Mitchell submitted an amendm nt intended to be proposed to the river and harbor bill appropriating $100 000 for a final survey, estimates and contract on the part of the work of constructing a boat railway at the dalles and for blasting open contracted waterways at Ten Mile and Three Mile rapids. This bill was first introduced as a separate measure.

Hermann introduced a bill granting a pension to Geo L. Russell of Douglas county. Also a bill to pay Joseph Russell of Coos county $300 for property destroyed by Indians.

On request of Senator Voorhees, the resolution to discharge the committee on territories from further consideration of the bill to change the time of meeting of the legislative assembly of Washington territory was again laid over for one day.

T. C. J.

SENATE.

WASHINGTON, Feb 8.—Teller, from the committee on public lands, reported a bill granting certain lands to the city of Colorado City, for a water reservoir, placed on the calendar.

Hoar presented a memorial of the national board of trade, in favor of a general bankruptcy law.

The senate being about to take up house bills on the calendar, Hawley moved to proceed to consideration of the bill to encourage the manufacture of steel and modern army ordnance, armor, and for other army purposes, and to provide heavy ordnance adapted to army warfare. He said he had given notice several days ago that he would make this motion to-day. He had pushed forward to it by the committee on coast defenses, the committee on military affairs and the general sentiment of the senate, he believed, and of the country he knew.

The motion was agreed to—yeas 33 nays 21—and the bill was taken up for action. Several amendments reported by the committee on coast defense were agreed to, and after an extended discussion of points of detail the bill was passed without division.

The text of the bill is as follows: That the secretary of war be and is authorized to make contracts with responsible steel manufacturers after suitable advertisements to continue not less than thirty days in newspapers most likely to reach the manufacturers addressed for a supply of rough bored rough turned and tempered steel in forms suitable for heavy ordnance adapted to modern warfare, and steel finished for armor and other army purposes, in quantity not to exceed 10 000 gross tons, in quantity and dimensions conforming to specifications, subject to such inspection as the chief of ordnance of manufacture, and including parts of each caliber specified. Provided that no money shall be expended except for steel accepted and delivered that contracts shall not be entered into by the United States in a suitable plant, including the best modern appliances, capable of making all the steel required and of finishing in accordance with the contract and agreement and to deliver yearly a specified quantity of each caliber the time of delivery of small calibers to commence at the expiration of not more than eighteen months and that of the largest caliber at the expiration of not more than three years from the date of acceptance of the contract and that all forgings shall be manufactured in the United States.

Sec 2 That the secretary of war be and is hereby authorized to erect at the Watervliet arsenal West Troy N. Y., an army gun factory, in accordance with the report of the board of officers of December 20 1886 for finishing of guns adapted to modern warfare of approved sizes and for the manufacture of gun carriage and ordnance equipment for the army at a cost not to exceed $1 000 000.

Sec 3 That for the purposes of the foregoing sections the sum of $6 000 000 is hereby appropriated out of any money in the treasury not otherwise appropriated, to be available during six years from January 1887.

Sec 4 That for the purpose of the construction of fortification and other work as coast defense such as masonry and earthwork foundations, for turrets, casements and magazines, submarine mines and galleries exclusive of armor in accordance with the recommendations of the board of fortifications or other defenses as appointed by the president of the United States under the provisions of the act of congress approved March 3 1885 five million dollars to be expended under direction of the secretary of war, is hereby appropriated.

The senate then took up and passed the bill to encourage the manufacture of steel for modern naval ordnance armor shafting and other naval purposes and to provide heavy ordnance adapted to modern naval warfare. This bill is like the other in important particulars except that the sum therein is to be at the Washington navy yard and that the fourth section of the other is omitted.

OTHER BUSINESS.

The senate then proceeded under special order to consideration of house bills on the calendar to which there was no objection. Twenty bills were passed among them the following:

Bill to amend the act of February 26 1885 to prohibit importation and immigration of foreigners and aliens under contracts to perform labor.

To amend section of the act of June 10 1880 in relation to immediate transportation of dutiable goods.

The senate then resumed consideration of the Edmunds-Pendleton bill and Morgan continued his speech in support of it and after an executive session the senate adjourned.

CONFIRMATIONS.

W. G. Langford associate justice of Washington territory. H. T. Hayden clerk of the district court of Alaska. T. A. Hughes marshal of same district. J. B. Ryan assayer at Carson. Nevada postmasters: H. F. Fox Healdsburg, Cal. J. G. Hines Provo city Utah. S. M. Mills Vacaville Cal. Edward Ingram Monterey Cal. Register of the land office M. J. Bootle at Largo D. T. S. J. Dolon Edgewood Springs Col. Receivers of public moneys D. J. Sullivan Prescott A. T.

HOUSE.

WASHINGTON, Feb 7.—In the house to day Mc Lain of California introduced a bill to protect the harbor of San Francisco and New York. It provides for the construction of two steel ships on a model recommended by Rear Admiral Ammen at a cost of $6 000 000 each.

Lord of Maine a. ong for Dingley introduced a bill to protect the fisheries of the United States. The bill provides for the seizure and forfeiture of any vessel found fishing within three miles from the coasts of the United States and further provides that if any person of such vessel is found taking fish within the limit named he shall be punished by a fine of $100 for each offense and the vessel upon which he is employed shall be subject to sale. The secretary of the treasury is empowered to remit or mitigate the penalty if it be clearly proved that such was incurred without willful violation of law.

Under the call of states a large number of bills were introduced and referred.

Reagan of Texas introduced a bill to suspend the rules and pass the senate bill fixing the salaries of judges of the United States courts at $5000 last week. Nays 109 not receiving the necessary two thirds.

On motion of Peters of Kansas the rules were suspended and a bill was passed granting a right of way through Indian territory to the Chicago Kansas & Nebraska railway.

THE INTERSTATE COMMISSION.

A list of the names that will probably be appointed by the President.

SAN FRANCISCO, Feb 7.—The Examiner's Washington special says: The interstate commission bill is known to be named in a few days. The list of names has already been drawn up and Senator Hearst has addressed letters to it asking him to accept the appointment. The names are said with unending authority to be furnished in the following named list: Allen G. Thurman of Ohio, William Windom of Minnesota, Thomas M. Cooley of Michigan, Frances C. Lowman Jr. of New York, Gen. Stone of Missouri, Gen. Hazen of Dakota, James Mitchell Smith, Georgia, John P. Sanford of California, Wm. T. Coleman of California, Mr. Clarke, Houston. The list is now to be selected from the above list. The list is now to be selected from the above list. The letters have already been sent to five of them and upon their acceptance the nominations will be sent to the senate. Allen G. Thurman with a majority of the commission, who will act for two weeks ago he asked the president to withdraw his name. Allen G. Thurman Jr. to the chief commissioner. In case the list is not completed by the president before the senate adjourns it will be sent in during the extra session. The only New Yorker who will get the place is ex-Senator Fred Grant.

DOMESTIC NEWS.

Thrilling Experience of a Survivor of the Vermont Horror.

NORTHERN PACIFIC'S EARNINGS.

The Canadian Pacific Shops at Yale Burned—Fruitless Search for the Dawn—An Astoria Steamboat Sunk—Etc

WHITE RIVER JUNCTION, Vt, Feb 8.—Mr Henry W Tewksbury of West Randolph, Vt, the lecturer, states that he was to the first day coach. He was dozing at the time of the accident, but was aroused by feeling the car jumping upon the railroad ties. He had been in two railroad accidents before this one, and knew what the sensation portended. Realizing that no accident was about to occur he jumped from his seat, with the intention of making his escape. The train seemed to come to a standstill or to go very slowly. He thought it was all right, and so sat down again. This without a moment's warning that anything further was to occur. The car seemed to leap into space and then came the terrible crash.

For a moment he was stunned and scarcely knew whether he was dead or alive. He tried to move, but found he could not budge an inch. He noticed with great alarm that the end broken out at the farther end of the coach. He struggled with all his strength to free himself and screamed for help but there was no one at hand to help him. It was a time of mental torture but still he could not help feeling an odd couple who were a few seats above him. They sought to get out, but they were hopelessly tied down by the heavy seats. The flames approached the couple with frightful rapidity and the aged pair seemed to feel that there was no hope for them. At last he saw one of them they were locked in each other's arms and in the act of kissing. Smoke and flames now enveloped them hiding them from view.

RESCUED AFTER BEING GIVEN UP FOR DEATH.

Mr Tewksbury then gave himself up for lost. He stretched his fur cap and wound it around his face, so as to cover his eyes and hide the dreadful view of approaching death. At this time the railroad bridge above him was one mass of fire and heavy burning timbers were falling all about him.

Having leaned back resignedly to what seemed his fearful fate, the hopes of life were renewed by hearing voices. He unwound his fur cap, and saw the engineer and the fireman close at hand. He called to them frantically for assistance, which they proffered at once. Seizing hold of him his rescuers sought to pull him out, but failed. Thinking that his was a hopeless case, they were about to leave him and help others but he begged them to try again and to break his leg if necessary. They did so and managed to get him out breaking a leg and an arm in the effort. The flames were so close upon Mr Tewksbury that his clothing was burned from his body.

WORK AT THE WRECK.

A gang of seventy-five men has been working this morning through holes in the ice, raising portions of the wreckage from the bottom of the river and searching for bodies which may yet be among the ruins. Thus far no bodies have been recovered. Nearly all signs of the terrible disaster have disappeared, except the gaping space between the piers of the bridge. Trains are running regularly to either end of the bridge. The condition of the wounded is the same.

The city authorities of Hartford Vt, have assumed charge of the remains of the victims and their personal effects, so far as found. It is now learned that Mrs Wm Bunce, of Windsor, Vt, was killed. One of the board of selectmen of Hartford says that in his opinion the bodies of forty six persons killed have thus far been taken from the river. Although but 27 actual corpses, Undertaker Gates, undertaker, says thirty-two bodies have been brought to his care seven of which have been identified and removed and perhaps five are unaccounted for. Their

The chief of the engineering department of Dartmouth college, who has made a close examination of the track leading to the bridge, says that where the rails were found lying at the point where the car Pilgrim probably left the track, these rails all show signs of defects in material and to construction. Prof. Fletcher thinks an axle on the car Pilgrim broke, causing the derailment, and that that was the only car which left the track until the bridge was reached.

Mr Conds as vice-president. Secretary Manning is to receive a salary of $15,000 for the first year, and a percentage of the profits. After that new arrangements will be entered into.

THE RIVER FALLING AT LOUISVILLE.

LOUISVILLE, Feb. 7.—At noon the river is falling at the rate of half an inch an hour, and the danger of a repetition of the disastrous floods of 1883 '84 is considered past. The weather is clear and warm.

CINCINNATI Feb 7.—The river continues to recede gradually having declined to 54 feet 11 inches at noon to-day. The weather is cloudy but not rainy and so long as this continues there is no danger of a flood.

CLEARING HOUSE RETURNS.

BOSTON Feb 6.—A table compiled from reports received from the managers of the leading clearing houses of the United States gives gross exchanges for the week ending February 5, 1887, as compared with those of the corresponding week. Total, $.96 476,016, an increase of 5.6 per cent.

BRITISH COLUMBIA.

Canadian Pacific Workshops Burned—The Blockade Continues—Etc.

VICTORIA, Feb 7.—The Canadian Pacific workshops at Yale, B. C., were totally consumed by fire at 3 o'clock Sunday morning. The origin of the fire is supposed to have been a spark from a passing locomotive. Loss $100,000.

The Canadian Pacific is still blockaded. There has been no through mail for twelve days. It is unknown when one will get through. Letters are being sent by Seattle.

The Fraser river is frozen almost to the mouth, and navigation is closed. There is several inches of ice at the Port Moody wharf terminus of the C. P. R. R. Telegraph lines have been down in all directions for a week. The late fierce storm has stopped communication everywhere. Six above zero was the lowest in Victoria, with sleighing and skating.

The legislature adjourned for the week, on account of poor accommodations in the chamber. They were literally frozen out. The weather now is moderating.

The price of coal in Victoria rose from $8 to $10 per ton. It is probable that there will be a rise in the price of meat. A great scarcity in the market is reported. There is a great loss of stock on the interior ranges.

DEATH DISPATCHES.

A FRUITLESS SEARCH FOR THE DAWN.

ASTORIA Feb 7.—The steamer Manzanita returned to-day from a cruise outside in search of the steam scow Dawn, which drifted over the bar Thursday last. Capt. Gregory made a long and faithful but unsuccessful search up and down the coast 100 miles. The Dawn must have crossed the bar safely as when last seen Thursday evening she was off McKenzie head. As nothing has been seen or heard of the steamer or the men since, they are doubtless lost. Al Charron and John Harmon, the only men aboard, were well known and highly respected old residents. Harmon leaves a young wife a sister of his unfortunate companion, who was single.

THE CLARA PARKER WRECKED.

ASTORIA, Feb. 7.—The steamer Clara Parker was attempting to reach the Columbia river's reach on Shipstone sand spit with a load of cattle and hay, when the ice knocked a hole in the bottom of the steamer. She sank, and is now frozen in. The cattle were released, and clambered ashore and over the dyke without loss.

CALIFORNIA.

LIBEL SUIT AGAINST "THE OREGONIAN."

SAN FRANCISCO Feb 7.—Cornelius J. Murphy has sued the Portland OREGONIAN to recover $50,000 damages for libel. The alleged libel was that on the 29th of January last defendant published an article stating that plaintiff had committed a number of forgeries in Portland and was pursued to the penitentiary and pardoned out by the governor, and had secured a position as day inspector in the San Francisco custom house. Defendant is charged with saying: "If this is the kind of stock they work for custom officers then our penitentiary can furnish a full supply."

WANT PROTECTION FOR RAISINS.

The board of trade to-day adopted a resolution requesting congressional legislation for the protection of California raisins by lessening the protection hitherto granted.

ENGLAND.

THE DAY IN PARLIAMENT.

LONDON Feb 7.—Sir James Ferguson, parliamentary secretary for the foreign office, stated in the house of commons this evening that correspondence between the United States and United States relative to the Canadian fisheries question would, in a short time, be laid before parliament. The correspondence, he said, contains full information which would enable the whole matter down to the present date. A dispatch from the dominion government, containing suggestions as to the *modus vivendi* between Canada and the United States in connection with the fisheries, the imperial government could not, therefore, send proposals to Washington until the Canadian dispatch was received and considered.

Parnell moved his amendment to the address in reply to the queen's speech. The amendment is as follows:

That the relations between the owners and occupiers of land in Ireland have not been seriously disturbed in the cases of those who granted their tenants such abatements as were demanded by the prices of agricultural and pastoral products. The present crisis in Irish agrarian affairs is to be found not in increased stringency of criminal proceedings, or in pursuit of such unconstitutional measures as those recently taken by her majesty's government, but in such reform of law as will satisfy the needs and secure the confidence of the Irish people.

Mr Parnell maintained that if the bill for stopping evictions which he introduced last session had been passed the condition of Ireland would be greatly improved. The operations of the measure would have effectually prevented the present disturbed relation between landlords and tenants. The blame for the present serious position of Irish domestic affairs rested with the government. The government, despite this seemed about to renew the mistake of attempting coercion in Ireland. The speaker solemnly warned the government, if they again tried coercion they would fail, as they always failed when trying that policy.

MARK LANE REVIEW.

LONDON Feb. 7.—The *Mark Lane Express*, in its review of the British grain trade during the past week says: The condition of English wheat offered has shown no improvement and as a result there have been slow sales and lower values, both in London and the provinces. The sales of English wheat during the week were 54,520 quarters at 34s 3d against 67,477 quarters at 35s 9d during the corresponding period last year. It is estimated that deliveries of English wheat during the beginning of the present year are 6 have been 13 per cent under those for the same period in 1885 86. Country flour is dispersed over. Trade in foreign wheat is stagnant. Arrivals have been heavy. Cargoes are interesting at Liverpool Bristol and London. Australian shipments are commencing and the new crop of the Argentine Republic Chili and India with be soon on the way here. Unless peace is maintained there will be no change for higher values. Flour is dull at unchanged quotations. Corn is firmer and prices have advanced 3 pence. Oats are firmer and have recovered 4 pence. Today English wheat was in bad condition, and very difficult of sale. Corn was dull. Oats were 3 pence dearer. Barley and peas were unchanged.

LONDON WOOL SALES.

LONDON Feb 7.—At the wool sales to-day more confidence was shown. The market was firmer and good selections were offered. The details are as follows:

Victoria sales 6700 bales scoured 1s 9d@2s 4½d; do locks and pieces 11½d@1s 8d greasy 6½d@8 ... do locks and pieces 6d@11½d combings, 1s 10d@2s 1½d.

New South Wales sales 2200 bales scoured, 11d @1s 3d do locks and pieces, 10d@1s 5d, greasy, 4s 6d@5d do locks and pieces, 10d@1s 5d greasy, 6d@11½d do locks and pieces 6½d@10d.

South Australia sales 600 bales scoured, 10½d@1s 5½d do locks and pieces 1s@1s 2d, greasy, 5d@10d do locks and pieces 4d@10d.

New Zealand sales 900 bales slips, 8d@1s 1d, greasy 5d@2s 1d do locks and pieces 5½d@2s 4d.

Cape of Good Hope and Natal sales 1600 bales, new white 1s 3½d@1s 11d greasy 5d@8½d.

TUPPER WINS THE CHAMPIONSHIP.

LONDON Feb 7.—The race between George Bubear and C. J. Perkins for the sculling championship of England 4,400 and the sporting men's challenge cup took place to day, and was won by Bubear. The race was rowed over the Tyne championship course.

AFRICA.

THE TROUBLE IN THE SOUDAN.

ROME Feb 7.—The Italian commander at Massowah reported that Rasobda has summoned the Italians to quit all their advanced posts, and to limit their occupation to Massowah. The Abyssinians hold Saleibka an Italian engineer as a hostage. The latter was threatened with death, and begged the Italian commander to come to an agreement with Rasobda. The commander replied that he was unable to do so. The Italian forts were ordered for the protection of caravans, and he was ready to resist the Abyssinians.

MEXICO.

THE OUTLAWS KEEP MEXICANS NOT INDIANS.

TUCSON, Ariz. A well known army officer has arrived from Sonora Mexico after thorough investigation of the killing of Indians reported to have been committed a short time since. This officer with a hunting party of friendly Mexican scouts happened in the vicinity of Oputo at the time the report was received. He immediately proceeded to the spot where the attack was made and put Indian trails in the trail which was carefully followed. It was soon discovered that they were not Indians, but a band of Mexican robbers, a quantity of their clothing was found secreted near where the attack was made. The Mexican authorities continued the trail after the robbers and succeeded in capturing one, who was subsequently hung.

RUSSIA.

ALARMING ERUPTION NEAR TAIL.

ST PETERSBURG Feb 7.—The inhabitants of Tiflis in the center of the great Russian petroleum field have been much alarmed over a subterranean explosion which shook houses and caused considerable damage. At the same time a volcano opened on Lokbatan a few miles distant from Baku but two miles in the volcano threw a column of fire 1,000 feet high illuminating the country for miles. Mud emitted during the eruption also rose to a height from seven to fourteen feet deep over a full square mile of territory.

CHINESE THERE WILL BE NO WAR.

LONDON Feb 7.—The *Standard's* correspondent at St Petersburg affects to know on good authority that there will be no war in Europe.

GERMANY.

THE GERMAN EAST AFRICAN COMPANY.

BERLIN Feb. The German East African company has been converted into a corporation with a number of its founders merchants and financiers. The board of directors will consist of seven with members three of whom are to be named by Bismarck. The capital is to be raised to 50 000 000 marks by a further issue of shares.

A GREAT T

The Oregonian.

PORTLAND, TUESDAY FEBRUARY 8 1887.

WEAKNESS HAS BECOME STRENGTH.

Alabama will soon be a rich state. Birmingham, Montgomery Florence, Decatur, Sheffield and Anniston are illustrations of its wonderful growth New companies are organizing everywhere in the state to purchase lands, work mines and establish furnaces. Subscription books have been opened for the Decatur Land Improvement and Furnace company with an authorized capital of $7,500,000. New railroads are to connect the town with Rome, on the one side, and Cairo on the other The industrial revival and improvement that began with Atlanta and Chattanooga has spread all over the mineral region of Alabama, Georgia and Tennessee. Knoxville is not far behind Chattanooga. Her population has risen from 15,000 in 1882 to over 30,000 During the last ten years she has spent $2,000 000 for new buildings. She has an annual commerce of $30,000 000. North Carolina has taken hold of her iron mines and her magnificent deposits of marble A single iron company has a monthly pay roll of $10 000, and makes an output of nails, rails etc., worth $500,000. The city has the largest woolen mill in the South, and thirty marble companies The marble is quarried and placed on the cars at a cost of from $5 to $8 per ton, and in the market finds a ready sale at from $20 to $50 per ton. A company, composed of Boston, New York and Southern capitalists, is now building the Charleston, Chicago & Cincinnati railroad through a country rich in coal, iron and marble deposits, and 102 miles of it are already completed and in operation. The southern terminus will be at Charleston, S. C From Camden, a few miles above Charleston, a branch will be built to Georgetown, S. C., where seaport advantages said to be equal to any on the Atlantic coast are obtainable. The important towns through which the road will run are Lancaster, Yorkville, Black Stallon, where the Atlanta Air-Line road intersects; Shelby, Rutherford, Marion, on the Western North Carolina road, Johnson City, on the East Tennessee road and through Scott and Wise counties, Virginia and the valley of the Big Sandy river to Ashland, the northern terminus, where six railroads intersect. The entire length of the new road will be about 600 miles, and will cost, it is estimated, about $24,000,000.

One result of this wonderful industrial growth is the insignificant fact that Tennessee, that cast but 98,000 republican votes in the state election of 1882 against 125,250 democratic, in the last state election cast about 110 000 republican votes against 125,000 democratic, that is, in four years the democratic majority has been cut down from 26,000 to 14,000, and Gen. Wilder, a native Tennessean, and a large iron manufacturer, predicts that in less than ten years at least five of the Southern states will give republican majorities. Gen. Wilder says

Manufacturing towns are rapidly springing up in the midst of the vast coal and mineral deposits of the Carolinas, Virginia, Georgia, Eastern Tennessee and Northern Alabama, and wherever a furnace or mill is erected its influence in wiping out a democratic majority is felt almost immediately "We are tired of sentimental politics the people are saying, 'and now we propose to give our support to the party which takes care of our business interests."

Whether these states go republican or not this tremendous industrial growth, this influx of Northern capital, Northern ideas, methods, etc., will energize and illuminate public opinion so that the grossest social and civic evils of Southern civilization will be abated if not cured. The negro's labor will be in sharper demand his wages will rise he will be better treated by the planter when agriculture has to compete with manufactures for his labor he will begin to save something to get a little land, and when the negro rises from the condition of mere pauper labor he will increase in that sort of influence that ensures him increased protection for his civil and political rights. It is a long night yet before him, but the negro has more to hope for from the industrial awakening and growth of the South than any class in her borders, because, with the rise of his industrial consequence, he can compel more humane treatment. Competition for his labor will secure him more consideration than he has had in the past, when he could only look to the planter for employment and be content with the bone cast to the hungry, homeless and homeless dog. The negro will always be the chief labor of the South. Foreign emigrants either stick in the large cities of the East or push for the unoccupied lands of the West. White labor will never be a very large element at the South. The negro endures the heat of the iron mills and furnaces well and takes kindly to the labor of the mines, and he need not fear competition from immigrant white labor It is interesting to reflect that slavery, which the South once cherished as the corner-stone of her prosperity, was really her most fatal weakness, since under the old slave system of purely agricultural labor the immense wealth of the South in iron, coal and marble was so little developed that it proved her fatal military weakness in war. Suppose the South in 1851 was the South of to-day suppose she had then the iron mills and furnaces she has to-day, would she not have been doubly armed for battle? The negro in slavery was her weakness with her mines unworked and her iron a buried talent but to-day under the inspiration and example of the methods of free industry her mines are open her iron is fed to a hundred furnaces and mills, and the negro is becoming a source of industrial strength instead of weakness It was money in the pockets of the South to be beaten in the slave struggle for the conqueror that has passed to it conquered the rest to the great west from where the real wealth flows still to-day buried Sure of its unity and strength, liberty and peace it has defied with open hand every disturbing influence and because of this defiance it has invited every victory, the South will be richer at last by the year 1900 than she ever could have been if she had been left to herself. She will be rich materially for the same reason, and for the same reason she would be richer in character, if her people were left to work out their own problems in their own way. Let the South be let alone by politics and politicians, who, because some weak Hamptons have been elected to black marble W the death of slavery the lower strata of society are once more become the flesh and blood that lives and moves and marches on with the inspiring step of new and splendid activity

PARNELL

Parnell is said to be suffering with a dangerous disease, and his condition alarms his friends Hi- death would be a severe blow to home rule The home rule party includes a number of eloquent, able and scholarly Irishmen, but nobody equal to Parnell in the statesmanship of courage, coolness, discretion and self possession Justin McCarthy is a man of fine critical abilities and philosophical temper but he has never yet manifested the gift of leadership Parnell fairly won the complete confidence of Ireland, and no other man ever possessed it to an equal degree save O'Connell, and even O'Connell lost it largely in his last days after the failure of his movement for repeal in 1843 44

Parnell's Yankee head he has from his mother and it has always ruled his Irish heart so completely that he never lost his self poise or became "rattled" when his ablest lieutenants were wild with excitement. He seems to have finally adopted the views of John Francis Maguire who was the able pioneer of the home rule movement in the British parliament as early as March, 18 8. Maguire was a man of high character, an able man and an accomplished journalist. He always held that the geographical situation of England and Ireland rendered a separation of the two countries impossible. He had often expressed his belief that even in event of a war between England and some foreign power, and even in the event of England's losing temporary possession of Ireland, one of the conditions of peace which the foreign power would promptly accept, would be the handing back of Ireland to Great Britain, because its nearness to England would make its possession as expensive as the elephant is to the man who wins it in a raffle. Peace without surrender ing Ireland back to Great Britain would be as absurd as it would be for England to make war on the United States, seize Washington territory, and then undertake to keep it under a treaty of peace which left the Columbia river completely under the control of the United States. Maguire, therefore, always said the separation of Ireland and England was not to be seriously thought of for a moment, but quoted Grattan as saying that "if the ocean forbade separation, the sea denied union" He was in favor of a domestic legislature for Ireland, and condemned the Fenian movement as strongly as he had the Young Ireland farcical insurrection of 1848. Maguire had refused office from both the great parties he was a speaker of great power, and it was in answer to his powerful appeal for reform in Irish affairs that Gladstone was persuaded to disestablish the Irish church Parnell has never had the confidence of the English parliament and people as completely as Maguire, but he has had what Maguire never secured—the enthusiastic support of the Irish people, with whom Maguire was never very popular, because, while ardent in his nationality sympathies, he was strongly opposed to any movement of a seditious or violent character Parnell has been what Maguire never was—an artful obstructionist and filibuster in parliament—but his latest utterances indicate that the extremity of his desires would be satisfied with what Maguire pleaded for in 1848 and Gladstone was willing to grant in 1886

Parnell is a remarkable man, and he is sore of an honorable place in the history of his country for he is the only real leader of public opinion in Ireland since O'Connell, and the leadership that O'Connell secured and so long maintained by his extraordinary eloquence, Parnell won by his genius of political management, for the gift of eloquence is not among his native or acquired abilities Gladstone is so old that he cannot be counted upon for much further active leadership in parliament, and the death of Parnell would be a serious blow to the cause of home rule. With Gladstone dead or in retirement, home rule would have no able leadership in England, and with Parnell dead, Ireland would be sorely troubled to make good the place of her lost leader, for John Morley is not Gladstone, nor Healey, Parnell With Parnell's death the movement would either languish or, worse, would probably be injured by reckless counsels and precipitate action The counsel and temper of Justin McCarthy would be as statesmanlike as that of Gladstone, but he has no eloquence and is an able and wise political critic, rather than a practical political manager and executive

THE O. R. & N. LEASE

It is the opinion of several persons that the importance of the subject justifies republication of the annexed article from THE SUNDAY OREGONIAN It is republished, ther fore, in compliance with their request

What is proposed for the Union Pacific is simply to allow it to enter Oregon. The company makes no conditions asks no concessions, demands no exemptions wants no subsidies It expresses perfect willingness to accept any requirements that may be proposed by the state as to completance with its laws and submission to the authority of its courts, and is entirely willing to accept the conditions stated in the amendments to the bill as reported to the senate and these amendments reserve to the state all its powers of jurisdiction over the roads to be leased The Union Pacific simply wants the legislature to pass an act that will legalize its effort to obtain by lease a continuous line into Oregon so that it may rid itself and the state of the hindrances and losses resulting from connection at Huntington, and place the state with a line of road under another management No exemption of taxes asked no favor of any kind is solicited What is requested is a simple act of legislation under which a business transaction involving thirty millions of dollars and vital to the development of the state may be legalized

The O R & N itself has never had aid or favor from the state or from the general government. It is the only road in Oregon—the narrow gauge lines excepted—which has not had aid and favor It has had no grant of lands it has asked no exemption from taxes The lines were built with private capital subscribed and paid in and their construction a land no burden upon the public

It is said that the principal objections to the proposed lease are made by or at the instance of the Oregon Pacific The reason why this company opposed it is entirely plain Indeed the spokesmen for the Oregon Pacific at Salem say plainly that they opposed it because they do not want so strong a company as the Union Pacific to identify itself with the development of Oregon The Union Pacific, if it takes this lease of the O R & N will build branches throughout Eastern Oregon Now the Oregon Pacific is going over the mountains in to Eastern Oregon and it wants no other railway lines in that field Hence the opposition.

The builders and managers of the Oregon Pacific have shown pluck and energy and are entitled to credit therefor It is gratifying to take note of what they have done and still more of what they promise to do Their undertaking is an important one and they have succeeded in making its importances appreciated The Oregon Pacific has long complained and with justice at the neglect it has received at the hands of the state which has proved itself unfriendly in its way and it should not now stand unfairly in the way of others It has been favored by the state with a valuable grant of lands and by exemption from taxation it should not now try to block the way to those who have had neither and ask neither And though we greatly hope to see it push its line over the mountains into Middle Oregon this year yet we cannot say that we wish it to be the only railway to enter that great field

If the Union Pacific come into Oregon and the activities of the state will be wonderfully stimulated Branch roads will be built the trade of the state will be taken care of on many of the routes north and south of the great ops will be built and created industries extensive car works a market will be opened towards it East Oregon products and

[illegible]

[illegible]

[illegible]

—ROOMS AND OFFICES.

N—NEWLY FURNISHED ROOMS, with board, at 46 Alder st, bet Alder and Morrison.

REN'T — HANDSOMELY FURNISHED ROOMS, with or without board, at the Va ma House, 173 Third st.

ENT—ROOMS SUITABLE FOR OFFICES, on second floor of brick at 86 Washington st. Apply at B KILLINGSWORTH'S office, building.

WIN LODGING HOUSE—REFURNISHED throughout; complete home; moderate rates; 1 month 2.25; per week 75c. Second st, bet Salmon and C.

SHED AND UNFURNISHED ROOMS TO RENT in the house; rent reasonable. 372 First st.

SHED ROOM TO RENT IN THE with pleasant lawn at 229 Ninth st, cor Main.

—HOUSES AND STORES.

ALE OR FOR RENT AFTER APRIL 1, Tabor hotel is a live, growing property. For particulars call on or address Lebanon, Or.

ENT—ROOMS, WITH BOARD IN

D AND ROOM FOR TWO GENTLEMEN; ant and wife at 154 Oak st, residence 188 Oak.

ANT FURNISHED ROOMS with board, bath etc. convenient to street cars. 334 Morrison st, cor Park.

—SPECIAL NOTICES.

ROUTE OFF CE 30 ANN ST, BET 6th & 7th; residence 688 North Thirteenth st.

RACK, M MORSE, NURSE, Hospital, Southwest corner Sixth and Caruthers st.

Y ACH ATTORNEY AT LAW, 23 1/2 Sansome st San Francisco Cal Firm, Rooms

E—THE OFFICE OF THE TACOMA Harbor Line Co. has been removed to Fifth and Gas.

E—BLOCKS 5 AND 12 IN ALBINA as per plat on record in Multnomah County. The same are part owned by the undersigned, who will sell the interests for sale or exchange for other property. Inquire of said owners at the office of TW & JH PITTOCK, Portland, Oregon.

A SMALL BLACK AND TAN DOG WITH small bobbed collar with tag No 16. Any one returning to owner or leaving at Stevens' store cor First and Taylor, and receiving reward.

CE IS HEREBY GIVEN THAT I HAVE transferred the Grocery business heretofore carried on by me at the corner of First and Ankeny sts, to Messrs Foster & Roberson, who will continue the business at the same place. All persons knowing themselves indebted to me will please call and settle at once. Portland, Feb 1 1887. H. WITTENBERG.

UTION OF COPARTNERSHIP.—NOTICE is hereby given that the partnership heretofore existing between the undersigned, under the firm name of Foster & Roberson, has this day expired by limitation. All persons indebted to the said firm will please call and settle their accounts with W. D. FOSTER, Portland, Or, Jan. 1, 1887. JOHN E. ROBERSON, W. E. ROBERTSON.

shoes will be continued by the undersigned under the name of Foster & Roberson. JOHN E. ROBERSON, DAVID FOSTER.

—HEREAFTER ALL LETTERS PERTAINING to business of the undersigned will be sent by M P express messenger. Portland, Or, Jan 14, 1887. N J BLAGEN.

L WHOM IT MAY CONCERN—Notice is hereby given that hereafter I will not be responsible for any debts, unless I have signed them myself, and no one has authority to sign my name. Dated at Dr Pass, Jan 10 1887. N J BLAGEN.

DE—MISS BERTHA EKOHT, OF Chicago, has opened a first-class hairdressing establishment at 84 Morrison st. Ladies who favor their patronage can rest assured of getting first-class work at reasonable prices. Hairdressing and shampooing a specialty. No 84 Morrison st. Miss EKOHT.

OOR IRON WORK—BIDS WILL BE received by the County Clerk before noon, Saturday 5 (8) 7 at 10 o'clock A M for the following work in the southwest corridor in the County Jail, to wit: Four bars to cells, 2 doors, 1 wicket door, 1 door in the same manner as the corridor doors, 1 door to the jail proper, 1 door to the jail office, 1 door to the jail yard, 1 door to the jail hall

THE LEGISLATURE.

Only Three Senators Vote Against the Lease Bills.

PENNOYER AND THE BRIDGE BILL.

The Senate Passes the Grant's Pass Charter—The House Passes the Multnomah County Clerk Bill—Etc.

SALEM, Feb. 7.—The measure now before the legislature authorizing the lease of the O. R. & N. railway system is contained in two bills, one amending the existing law relating to foreign corporations, and the other amending the existing law relative to domestic corporations. The first of these bills, numbered 54, introduced by Simon, and amended, is as follows:

Section 1. That section 1 of an act entitled "An act to authorize foreign corporations to do business and exercise their corporate powers within the State of Oregon," approved October 24, 1874, be and the same is hereby amended so as to read as follows: Section 1. That any foreign corporation incorporated for the purpose of constructing, or constructing and operating, or for the purpose of or with the power of acquiring and operating any railway, macadamized road, plank road, canal or bridge, or for the purpose of conducting water, gas, or other substance by means of pipes and under ground, on compliance with the laws of this state for the regulation of foreign corporations transacting business therein, have the same rights, powers and privileges in the exercise of the rights of eminent domain, collection of tolls and other prerogative of franchises, and in control of management and disposition of their business, franchises and property, as are possessed by corporations organized for similar purposes under the general incorporation laws of this state, provided always, that in case of the leasing of any line of railroad incorporated under the laws of this state by a foreign corporation, such leasing shall be upon the fundamental condition following, and not otherwise:

First—That such foreign corporation shall enter into an agreement in writing with the state of Oregon, to be signed by its president and attested by its secretary, which agreement shall be filed with the secretary of state of the state of Oregon, whereby and wherein said foreign corporation shall agree that in all suits or actions by and between said foreign incorporation and a citizen or citizens of this state during the continuance of such lease, shall be prosecuted or defended to final determination in courts established by the laws of this state, excepting in cases where such action or suits have been commenced in or removed to the federal courts by a citizen of this state. And upon failure to comply with the terms of such agreement by such foreign corporation, the lease shall thereby determine and be rendered null and void, at the option of the legislative assembly of the state of Oregon.

Second—That the state of Oregon reserves to itself, through its legislative assembly, and in such manner as it shall determine, the right, power and authority to prescribe and limit the charge for transportation of persons and property on such leased lines; and also to prescribe and make such police regulations for the government of such roads as it may from time to time determine.

THE OTHER MEASURE.

The second of these bills relating to domestic corporations, with all amendments to date, is as follows:

Section 1. That section 5, of title 1, of chapter 7, of the miscellaneous laws of Oregon, be and the same are hereby amended so as to read as follows:

Sec. 5. Upon making and filing articles of incorporation, as herein provided, the persons subscribing to the same as incorporators are authorized to carry into effect the objects specified in the articles, in the manner provided in this chapter; and they and their successors, associates and assigns, by the name assumed in such article, shall thereafter be deemed a body corporate, with power,

First—To sue and be sued.

Second—To contract and be contracted with.

Third—To have and use a corporate seal, and the same to alter at pleasure.

Fourth—To purchase, possess and dispose of such real and personal property as may be necessary and convenient to carry into effect the objects of the corporation; and to take, hold and possess, and dispose of, all real and personal property donated to such corporation by the United States, or by any state, territory, county, city or other municipal corporation, or by any person, firm, association or private corporation, for the purpose of aiding in the objects of such corporation.

Fifth—To appoint such subordinate officers and agents as the business of the corporation may require, and prescribe their duties and compensation.

Sixth—To make by-laws not inconsistent with any existing law, for the sale of any portion of its stock for delinquent or unpaid assessments due thereon, which sale may be made without judgment or proceeding, provided that no such sale shall be made without thirty days' notice of the time and place of sale, in some newspaper in circulation in the neighborhood of such company, for the transfer of its stock, for the management of its property and for general regulation of its affairs.

Seventh—In case the object or purpose for which any such corporation is incorporated is, in whole or in part, to construct and operate a railroad, to lease any part of or all its road to any other company incorporated for the purpose of maintaining and operating a railroad, and to lease, purchase, maintain and operate any part or all of any other railroad constructed by any other company, upon such terms and conditions as may be agreed upon between said companies, respectively, any two or more railroad companies, whose lines are connected, may perfect any arrangement for their common benefit to assist and promote the object for which they were created, provided that nothing in this act shall be construed to authorize the leasing of any railroad line to any company or corporation owning a road which forms a competing or parallel line to its railroad.

These bills are twins, neither being of effect without the other. It has been the policy of those who are pushing the lease measure to keep these bills which embody it together. According to agreement, they came up in the senate this afternoon and passed, Weatherford, Cauthorn and Veatch alone voting no. From the senate they went directly to the house, where they were read the first time according to rule, but a motion to suspend the rules and read a second time failed. Later in the afternoon the motion was renewed as to bill 54, and carried, Haley, Paulsen and Thompson alone voting no, and the effort to push bill No. 55 through by the same method failed. So the two are separated. Sentiment is, I think, favorable to the lease, and there is no serious doubt that both bills will go through, though not probably till the latter part of the current week.

MOTION TO RECONSIDER THE WATER BILL.

In the house this afternoon Thompson called up his motion to reconsider the vote by which the water bill was passed on Friday evening, but it failed to carry, so it goes to the governor. Thompson's purpose in this matter is simply in keeping with his theory, that no bonds, national, state or corporate, should be exempt from taxation. It is quite certain that Gov. Pennoyer will return this bill without his approval, but Mr. Wilson, who has it in charge, is confident that it will pass over his veto. I do not regard this as certain. The objections which the governor will urge are of a character to make a profound impression upon members who are only too willing to be convinced against anything originating in or for the benefit of Portland.

PENNOYER AND THE BRIDGE BILL.

The bridge bill is still in the hands of the governor, who to-day received from the United States engineers at Portland a copy of their report made to the secretary of war on the bridge matter, and not yet made public. It is to be expected that he will communicate with the legislature on this subject, and I have not the slightest doubt that his communication will be in the form of a veto.

THE GRANT'S PASS TROUBLE.

The Grant's Pass charter continues a subject of bitter contention. It came up this afternoon in the senate, according to previous arrangement, and passed by an almost unanimous vote. Miller made a speech reported fully in the detailed report following, in which he scored Riddle, Bourne et al. severely. These gentlemen declare that he misrepresented them shamelessly as to the amount of taxes paid. Bourne says that his assessment is above $20,000, although the greater part of it is in the name of C. J. Smith, to whom he gave a deed of trust for business convenience during his absence from the state last year. To prove this statement he refers to the assessment for Josephine county for 1886, on file in the office of the secretary of state. He further declares Miller's statement to the effect that himself and others have a scheme to build private water works at Grant's Pass as absolutely false. Riddle is equally emphatic. He charges Miller with double-dealing, falsehood and fraud, and says that his interest is solely mercenary and self-b. He also charges President Carson, who is Miller's business partner, with having suppressed a remonstrance against a bill onwarded last Wednesday by telegraph, and signed by about fifty citizens of the town. The bill had not reached the house before adjournment to-night, and will come up for the first reading directly after roll call to-morrow morning. It is printed to-night that when it comes up there will be serious disclosures on the floor of the house as to the methods by which the light has been carried on.

NOTES.

The reapportionment bill, as proposed by the joint committee and reported in this correspondence last week, was amended in the senate to-day by taking one representative from Multnomah and giving it to Douglas. The bill was then made a special order for Thursday at 2 o'clock.

Harrington's bill to abolish the office of county clerk in Multnomah county, and to create instead the offices of county recorder, clerk of the circuit court and clerk of the county court, passed house the this evening by an almost unanimous vote, and will no doubt pass the senate. The bill makes no change in fees, which will remain the same as now for the same service.

I am told to-night that Roberts of Coos received a dispatch to-day from Senator Mitchell, congratulating him upon his "vindication" over the "Carterville Oregonian crew." This is rich, indeed.

A. H.

HOUSE.

SALEM, Feb. 7.—The house met at 2. A communication was received from the Walla Walla city council, urging the improvement of the Columbia river, and pledging co-operation by the people of Washington.

Waite's senate bill No. 53, amending the McMinnville charter; second reading.

Senate bill No. 191, second reading.

Maxwell's house bill No. 250, redicing the fees of Clatsop county clerk; second reading.

NEW BILLS.

No. 322, by Harrington—Permitting foreign corporations who are required to deposit bonds with the state to file state or municipal as well as national bonds; first reading.

No. 323, by Pomeroy—For a wagon road from Tillamook bay to Clatskanie Landing, on the Columbia river, and appropriating $5000 for this purpose; first reading.

No. 324, by Pomeroy—Providing for two county commissioners for Columbia county; first reading.

No. 325, by R. A. Miller—Requiring road supervisors to keep a list of persons liable to road tax, and to submit it to his successor in office; first reading.

No. 326, by Crook—Authorizing the putting of gates in county roads by consent of the county court, if a majority of the people in the precinct want it; first reading.

No. 327, by Johnson—To prevent deception in the sale of dairy products. This bill prescribes changes in the present dairy law designed to make it more effective; first reading.

No. 328, by Noyes—For relief of George Clark, of Clackamas county, in the sum of $500; first reading; a motion to suspend rules and read second time was lost.

THIRD READING OF HOUSE BILLS.

McCully's bill, No. 4—Relating to county roads into timber lands; passed.

Fanchen's lien bill No. 77, passed with only two dissenting votes.

Harrington's bill relating to appeals, No. 173—Indefinitely postponed.

Lockett's bill, No. 44—Relating to state lands; passed.

Hoover's bill, No. 79—To prevent detention of witnesses, came up on the third reading; lost, only three voting aye.

Bignell's road bill, No. 73, passed.

Noyes's road bill—Referred to the committee of the whole.

EVENING SESSION.

H. B. 21, Goodsell—To exempt certain firearms in Portland; passed.

H. B. 58, Henry—To allow a school district in Linn county to build a school house; passed.

H. B. 204, Harrington—Abolishing the office of county clerk in Multnomah and creating instead the offices of clerk of the circuit court, clerk of the county court and recorder of conveyances; passed.

H. B. 223, Wilcox—Amending the Arlington charter; passed.

H. B. 214, Wilcox—Fixing the time of holding circuit court in the seventh district; passed.

H. B. 215, Benjamin—Fixing the time of holding circuit court in the second district; passed.

H. B. 12, Bowditch—Fixing the time of holding circuit court in the First district; passed.

SENATE.

The senate met at 2.

S. B. No. 54, Simon—allowing the O. R. & N. Co. to lease to the Union Pacific, was taken up as a special order of business, and read the third time for final passage. Little opposition was manifested, and the bill passed. Veatch, Weatherford and Cauthorne voting no.

No. 55, Simon—Amending the foreign corporation law in relation to the O. R. & N. Co's. lease. Passed.

T. G. Hendricks and C. C. Beakman were confirmed as regents of the state university.

S. B. 165—the apportionment bill, amended to give Douglas three representatives and Multnomah nine representatives; read twice and made the special order for Thursday at 2 o'clock.

BILLS IN THE INTEREST OF STOCKMEN.

S. B. No. 91, Barin, to prevent the spread of contagious diseases among animals, and for the appointment of a state veterinary surgeon, at a salary of $1000 per annum, and two commissioners on the same work. Barin explained that contagious cattle diseases in the East had killed off many cattle and the infection might make its appearance here any day. An ounce of prevention was worth the usual pound of cure.

Veatch objected seriously to a sick cow, horse and cat doctor at the expense of the state. They might as well start in now and levy a ten-mill tax to pay him. He might be located in Portland, and there might be sick sheep in Eastern Oregon that he would be called upon to attend to. Veatch admitted that he was skeptical on the subject of doctors anyhow.

Have spoke of the importance of quarantine regulations among 250 cattle, and the great attention to such law in the East. One herd of diseased cattle imported here and turned loose among our stock might wipe out the whole stock industry in a short time. The bill was in the interest of the agricultural classes, and should pass.

The bill was variously debated on by Chandler, Cauthorne, Shupe, Wager, Coleman, Cartwright and Chamberlin. It was claimed that the bill was too voluminous, and would necessitate a band of veterinary surgeons to run all over the state. The bill is very lengthy, and provides for so many regulations that calling county man could not agree, so it was finally referred to a special committee consisting of Coleman, Barin and Einehart.

S. B. 83, by Cartwright—For an inspector of stock in each county, to be appointed by the county court. The duties of the inspector are to examine live stock for contagious diseases and prevent its spread of the same. The salaries of the inspectors range from $25 to $70 per year, according to location. The bill is amendatory to the present law, which relates principally to sheep, and mainly to fevers Eastern Oregon. The bill passed. Emmett, Shupe, Wallis and Weatherford voted no.

PASSAGE OF THE GRANT'S PASS BILL.

No. 127, same as H. B. 204—Regarding Grant's Pass. Miller said it was an insignificant subject, but unfortunately had created a great deal of commotion. The bill was prepared by citizens of Grant's Pass, who, at a public meeting, asked the incorporation by a vote of 61 to 11. A charter was prepared by a representative committee. There was a petition for the adoption of the charter signed by 101 persons and a remonstrance of 38 persons, the names of whom were mostly obtained by misrepresentation. Omitting those so obtained would leave 39 names on the remonstrance. The charter had been before the legislature twice, both houses and had been formally reported upon. There was some power behind this. It was strange that the legislature would so oppose this when the people of Grant's Pass petitioned for it. The opposition had even gone so far as to publish articles in certain newspapers against the charter which seemed to be inderstood the editors were well paid; and there was also great interest manifested in the lobby against this measure. Miller finished by criticizing the opponents of the measure, showing that they were opposing it on account of the presumed confiscation of property. Jonathan Bourne paid a 6-mill tax on $2000 worth of property, Joel Abrams on $6000, and Geo. W. Riddle on $3500. The total tax paid by all these opponents amounted to only $27. In Grant's Pass they had a mill similar to that of Ashland. In Ashland they had a stream of water which was distributed all over town among the people, and was the cause of the productiveness of that place. Without it the place would be in a large measure barren, and the people of Ashland would and do without this stream for half a million of dollars. In Grant's Pass a ditch was proposed for use by the people. The object of the men who were opposing the charter was not to prevent paying this $27 taxes, but to prevent the putting in of a ditch by the people, so they could put one in as a private enterprise. This the people didn't want, but did want water, and water free as air. Senators of outside sections should not oppose this.

Cartwright asked leave to file a petition in relation to the measure. The president decided that the bill was on its final passage; that the introduction of the petition was out of order and declined to allow its reading. The bill passed, Veatch voting no.

S. B. No. 86, by Simon—Increasing the salaries of supreme court judges to $2600 a year. Simon, after stating that the present salary of $2000 a year was wholly inadequate, read letters from Judge Chadwick, Judge Deady, Judge Prim, George H. Williams, Jas. K. Kelly and Judge Shattuck, that according to their opinion the bill increasing the salaries of the supreme judges was constitutional, as while the constitution placed the salaries of the supreme judges at $2000 a year, it did not provide that the salary be not increased.

Veatch strenuously opposed the bill, on the ground of its unconstitutionality. Pending discussion, the senate adjourned.

WALLA WALLA NOTES.

WALLA WALLA, Feb. 6.

The streets are to be lighted with gas.

Walla Walla boasts a Brie-a-Brac and a Brick-Bat club.

An invitation ball will be given by the Walla Walla Turn verein Tuesday evening.

The last before Lent "informal" of the Ivanhoe social club will take place February 15.

Five inches of snow and still snowing, with the mercury hanging on the ragged edge of zero, makes the ice man smile.

The Knights of Pythias of this city will celebrate the twenty fourth anniversary of the order with a grand ball, to be given under the auspices of Columbia lodge, No. 8.

Arrangements are being made for the appearance of Emma Abbott at Small's opera house on the 16th inst. Special trains will be run in from all surrounding towns.

Our boys engine company will give an entertainment on Washington's birthday for the mutual benefit of the Walla Walla public library and the State Firemen's association.

The Ladies' guild of St. Paul's Episcopal church will give a Japanese tea at Small's opera house, Wednesday evening, February 9. The programme includes musical and literary events, tableaux and a Mikado fan drill. Those partaking of tea will be presented with a cup and saucer.

ANGIHER TRAIN WRECK.

The Helena *Independent* of February 3 received here yesterday, has a special from Garrison, Mont., giving particulars of the wreck of a road-breaking train of two engines. Both were derailed by running into a drift on a sharp curve and toppled over. Frank Jones, engineer of No. 235, was caught in the wreck and almost instantly killed. Horatio Smith, his fireman, escaped by jumping, as did the fireman of the other engine, No. 241. Dan O'Neill, the engineer of the latter engine, however, went down with his engine and was taken out severely injured, having his scalp badly scalded and one leg badly crushed and bruised. Several snowshovelers were more or less injured. Both Jones and O'Neill were married and resided at Missoula.

When the Lips of Beauty

Are parted in a smile, they disclose a row of pearls rivalling in purity those which the diver brings up from the bottom of the Persian Sea. What will best preserve these gems of the mouth? SOZODONT, the celebrated beautifier and preservative of the teeth.

COMMERCIAL.

MONDAY, Feb. 7.

Overland receipts include 31 sks rock, 64 white lead, 76 bbls paints and oils, 2 cs paint, 16 cs books and shoe, 126 bdls tobacco, 2 cs cigars, 4 cs cigarettes, 43 bxs nails, 1 cs screws, 16 cs canned goods, 75 bxs soap, 10 cs syrup, 11 sks dried peaches, 7 cs cheese.

New snow fell last night and again this afternoon, the lull being light up to a late hour in the day, but persistently much. With the snow comes slightly warmer weather. Trade is necessarily dull, although the inward goods movement is assuming heavy proportions.

CHICAGO, Feb. 7.—Visible supply of wheat in the United States and Canada, east of the Rocky Mountains, 61,770,000 bushels, a decrease of 75,000 bushels during past week.

The London correspondent of the Minneapolis *Miller*, writing under date of January 12 expresses surprise at the materially increased deliveries of home grown wheat and the result of short stock taking. As his letter referred to is well worth reading, its most important parts are extracted: "There has been decidedly more quietness in the wheat and flour trade this week, first because he visible supply will persist in rising each week and secondly because the stocks in the United Kingdom prove to be much larger than everybody's anticipated. As a matter of fact, our stocks of wheat and flour in first hands were no less than 17,000,000 bushels instead of 13,000,000, as I expected in my last letter to you. What has misled me in the farmers' deliveries of home grown wheat, the total of which in the 1st September to 1st January appeared to represent one-third of the whole, but must be less than that amount. The result at any rate, is that we are not so badly off as was thought. In fact the revelation is sufficient, I imagine, to check any further rise for the next few weeks, although hardly powerful enough to cause the recent advance to be lost, for there can be no manner of doubt that in the last two months of 1886 stocks were drawn upon to the extent of 5,000,000 bushels. Wheat stocks are 1,240,000 qrs against 2,455,000 qrs one year ago. The reduction during the year has been very substantial when we turn to flour we find that the total stock in fourteen principal ports is 90,000 sacks, against 977,000 sacks last year. Take 70 sacks of flour represents 280,000 qrs wheat, so that the flour stock is equal to 1,360,000 qrs, against 3,910,000 qrs at the end of last. With regard to the outlook for the next four months, it is evident that we shall see a further large reduction in our stocks. In fact, it is estimated that from January 1 to April 30 our supplies will be 960,000 qrs below our requirements, in which case we shall see our stocks reduced by May 1 to about 1,000,000 qrs. Outside of the above quarters there is no change in the wheat trade. America has not yet begun to ship wheat for Europe, and India is not able to spare more than 600,000 bushels per week, while South Russia is sending all her wheat to the Mediterranean. This latter fact is one which will have a considerable influence on values. Italy and Greece are both important importers of wheat now, although three or four years ago Italy was a large exporter to France of a fair quantity of what is known as Michies wheat. It is worth noting that of 123 ships laden with wheat which have passed the Dardanelles, not more than 24 have come to the United Kingdom, the remainder going to Mediterranean and continental ports. Altogether, while I consider the position warrants the rise already obtained, I think that the large stocks in America and the unexpectedly large quantity in store in the United Kingdom will, in the present temper of the trade, check any further advance for some time.

PRODUCE RECEIPTS—Past forty-eight hours: 9.6 cts wheat, 1621 bbls flour, 955 cts oats, 1250 cts millstuff, 90 lbs wool, 6646 lbs hides, 6 cs butter, 31 cs eggs, 600 bxs fruit, 150 sheep, 8 cattle, 7 hogs. Also from the eastern section, 16,200 cts wheat, 620 bbls flour, 1435 cts barley, 8842 lbs hides.

IMPORTS—From San Francisco per str State of California inclnded 170 hf 1 bbls 101 bxs 10 sks sugar, 39 cs 151 sks coffee, 78 sks 50 mats rice, 1 bbl bis 2760 sks salt, 370 sks beans, 5 hf bbls 275 keys pickles, 181 pkgs tea, 1355 cs canned goods, 10 bbls 115 cs soda, 4 cs cream tartar, 60 cs starch, 25 cs lye, 20 hf 20 bbls vinegar, 31 sks 45 cs dried fruit, 1 bbl rockets, 16 kegs fish, 22 cs extract, 53 cs crackers, 120 cs spice, 10 bbls chicory, 300 tins matches, 81 cs blue, 1407 bxs soap, 52 cs paste, 5 sks nuts, 21 cs candy, 40 cs 1 hf bbls butter, 8 cs cheese, 16 cs honey, 12 cs limes, 9 cs oranges, 2 Hall Smith, Dayton J Bosander, Tacoma
H Roble, " P M Season, "
A S Briggs, Beaverton J B Dorety, Glenco
W F Atwater, Corvallis J Gleason, Postal Tel Co
J F Newton, The Dalles J Turner, "
F C Fuller, " W J Sherwood, Wisconsin
J B Eyzen, Wilsburg Peter Couch, Indiana
J Eggleston, Hoods River A J Morris, Seattle
C Cooper, Was Fer B Rooley, "

INTERNATIONAL.

Chas Olsen, Dakota J Haskell, w & c, Indiana
M Olsen, do F Frilwan, w & c, do
J H Andersonsity, Mich J Frillman, do
H J Guldenal, do Miss M Frillman, do
David Hall, Missouri John Aupedie, do
J Alexander, do E Sidleman, do
A Kent, do Wm Rieders, do
Geo Smith, Peoria J H Halowell, do
H B Wygant, Drains A Anderson, do
M L Clark, do A J Heinsers, do
D F Edmunds, Oregon T C Hicne, do
D Thompson, Coquille Mrs Kiger, do
D Kiefer, La Camas Mrs Eliel & d, do
J Hudson, do Mrs Heard, do
A Hundl, do H J Aggdel, do
John Jenkins, Coos Bay J W Kyler, Sandy
Wm Jenkins, do J G Sharr, Illinois

CELILO.

Miss M Smith, Salem W H Jamieson, Roseburg
A Thomas, do W Good, do
C C Hobart, Dalles J P Prentice, New York
T Johnson, do F R Spaulding, Wasco
H G Blalock, Walla Wal T J Chapman, do
J L Armstrong, do J W Helm, do
W Savage, Sheridan Miss S Barlow, Fairview
H N Price, Skookumchuk J Rogers, La Grande
D F Casper, Seattle M N Gird, Prineville
D R Mills, Oakland N Kimball, Belknap
H H Young, do J H Koontz, Echo
W G Hess, Astoria P E Morse & fm, San Fra
D Blanchard, Rainier G G Ross, Astoria
C W Mosher, do F A Moore, St Helens
C Campbell, do H E Ankeney, Salem
B Moore, Albany J H King, Boise
F E Holbrook, do J M Foster, Chicago
T G Reames, Corvallis W B Croyne, Echo
F E Hale, Eola, Polk Co Miss Lucia Mercier, La Grande
F L Kay, Hillsboro N K Smith, Arlington
Mrs N K Smith, Arlington

BOLTON.

J B Parsons, Cleveland J H Blakeney, Dalles
R P Farbart, Salem F G Coad, "
F B Cooper, Spokane A B Beal, San Fran
R T Simmons, do M E Blakely, New York
Mrs Simmons, do F M Collins, Dallas
H Burley, Lafayette H M Dalne, N Umbtil
G Raleigh, Sheridan W Bull, do
J B Kelly, East Portland W J McCally, Boston
N J Collins, Pendleton J Pringle, San Fran
T Bonnford, Salt Lake F Pringle, do
R J Walton, Philadelphia P Stayton, Boston
J Collins, Portland, Me I Denver, do
F J Foxall, London

ESMOND.

Mrs Kelly, Salem H H Spencer, Idaho
Miss Kelly, do J K Armsby & wf, Chicago
J D Jones, San Fran Mrs H C Wilcox, do
W M Darling, Seattle Miss B Dwight, do
C L Olds, Fort Wayne A A Marshall, do
M Townsend, Tacoma J C Donlan, do
R E Sawyers & L Sprague J D Hall, Spokane
A E Crowley, Eugene Mrs Darby, Salem
George Duncan, New York M Stearns, Jr, Kalama
V J Bloom, Cascades H B Stearns, do
R Winkler, Oregon City H Timmons, W T
Mrs Bailey, Vancouver

FOREIGN MARKETS.

LONDON, Feb. 7.—Weather cooler. Cargoes off coast, nom. Cargoes on passage and for shipment, very inactive. Mark Lane, wheat and 3 of corn easier. Red winter off coast, 24s 3d. California, nearly due, 25s 6d; prompt shipment, 24s 6d. Arrivals off coast for orders, wheat cargoes, none. French country markets, quiet. Farmers' wheat deliveries past week, 44,000 quarters, 42 last week. Supply of spot wheat in London equivalent of last U. K. crop, visible quarters.

LIVERPOOL, Feb. 7.—Spot wheat, more inquiry. No. 1 California per central, 5s 9½d. No. 2, 5s 9d. Peas, 5s 4. Spot corn, steady and quiet.

LONDON, Feb. 7.—5 P. M.—English country markets quieter.

LIVERPOOL, Feb. 7.—7 P. M.—Wheat, easy, demand poor. Corn, firm. Mixed March and April, 4s 4½d. May and June, ——.

SHIPPING INTELLIGENCE.

SHIPPING NOTES.

Ship J. F. Sanford, now loading for Fort Yarmouth, Nova Scotia, and having from that port now at New York has been purchased by John Rosenfeld of San Francisco, for $24,000. She will be commanded by Capt. Baker.

Bark Andrew sailed from San Francisco on the last of January for Portland. The str Mexico reported a bark ashore near Cherie about the 31st. The Andrew was built at Bath in 1881 for Houghton Bros., and registered 1286 tons. Lately she was sold to A. M. Simpson and others.

Bark Geo. S. Homer sailed from Melbourne December 18 for Boston.

Bark Jas. Allen sailed from Port Gamble December 31 for Honolulu.

Bark Ada Iglehart sailed from Port Gamble December 31 for Honolulu.

Bark Hesperus sailed from Port Gamble December 31 for Honolulu.

Bark Amethyst, before reported 5 for Honolulu, was spoken December 8 in lat 5 S, lon 30 W.

Bk Bark Hesa sailed from Coos Bay Jan 29 for Honolulu.

Bk Bark Hesperus sailed from Port Gamble December 31 for Honolulu.

Bk